

Message Text

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ACTION EB-07

INFO OCT-01 EA-06 ISO-00 SS-15 NSC-05 DOTE-00 L-02 CIAE-00

DODE-00 INR-07 NSAE-00 PA-01 USIA-06 PRS-01 SP-02

TRSE-00 OES-03 STR-04 CEQ-01 EPA-01 COME-00 EUR-12

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FM AMEMBASSY TOKYO

TO SECSTATE WASHDC 9339

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E.O. 11652: N/A

TAGS: ETRD, JA

SUBJ: JAPANESE AUTOMOBILE SAFETY STANDARDS

REF: TOKYO 2101

SUMMARY: GOJ HAS PROMULGATED NEW AUTOMOBILE SAFETY STANDARDS, SOME OF WHICH WERE APPLIED FROM APRIL 1, 1975 AND OTHERS SCHEDULED DECEMBER 1, 1975. REGULATIONS WERE OFFICIALLY PUBLISHED ON MARCH 20. APPLICATION OF NEW STANDARDS COULD HAVE ADVERSE EFFECT ON IMPORTS OF U.S. AUTOMOBILES. END SUMMARY.

1. FORD MOTORS (JAPAN) HAS DRAWN OUR ATTENTION TO POSSIBLE SERIOUS IMPACT ON THEIR VEHICLE SALES IN JAPAN DUE TO NEW GOJ AUTO SAFETY STANDARDS EFFECTIVE APRIL 1 WITH ONLY FEW DAYS ADVANCE NOTICE. WE HAVE DISCUSSED MATTER INFORMALLY WITH FONOFF AND TRANSPORT MINISTRY (MOT). WE EMPHASIZED THAT EMBASSY WAS NOT QUESTIONING NEW STANDARDS AS SUCH, BUT NOTED THAT WE WERE CONCERNED ABOUT ABSENCE OF REASONABLE LEAD TIME BETWEEN PUBLICATION OF FINAL REGULATIONS AND DATE OF THEIR APPLICATION TO IMPORTED CARS, NOTING PERIOD OF 10 DAYS OR SO OBVIOUSLY WAS NOT

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ADEQUATE TO PERMIT IMPORTERS EVEN TO DETERMINE - THROUGH

TESTS AND ANALYSES - WHETHER THEIR AUTOMOBILES WOULD MEET THE NEW STANDARDS, TO SAY NOTHING OF TIME THAT MIGHT BE REQUIRED TO EFFECT NECESSARY MODIFICATIONS WHICH TESTS MIGHT INDICATE. WE URGED THAT GOJ TAKE ACCOUNT OF THESE PROBLEMS AND TAKE MEASURES, IN COOPERATION WITH IMPORTERS, TO ASSURE THAT U.S. AUTOMOBILES ARE NOT TEMPORARILY SHUT OUT OF JAPANESE MAREKT WHILE MANUFACTURERS TAKE NECESSARY STEPS TO COMPLY WITH JAPAN'S NEW SAFETY STANDARDS.

2. FORD MOTORS (JAPAN) HAS BEEN IN CLOSE TOUCH WITH MOT AND HAS MADE NUMBER OF SUGGESTIONS FOR DEALING WITH PROBLEM. (COPIES OF FORD CORRESPONDENCE WITH MOT AND EMBASSY ARE BEING FORWARDED BY AIR POUCH.) MOST RECENT SUGGESTIONS INVOLVE SIMPLICATION OF DOCUMENTS TO BE SUPPLIED BY IMPORTERS AND EXEMPTION FROM NEW STANDARDS OF AUTOMOBILES MANUFACTURED BEFORE APRIL 1.

3. IN OUR DISCUSSIONS WITH MOT, JAPANESE OFFICIALS WERE VAGUE ABOUT POSSIBILITIES FOR SIMPLIFYING DOCUMENTATION, BUT DID INDICATE THAT THEY ARE GIVING SERIOUS CONSIDERATION TO PROCEDURES FOR EXEMPTING CARS PRODUCED BEFORE APRIL 1. ON LATTER ISSUE, OFFICIALS STATED THAT ONE PROBLEM IS DECIDING WHAT WOULD CONSTITUTE ACCEPTABLE PROOF OF MONTH OF MANUFACTURE (E.G. GOVT-ISSUED CERTIFICATE OR SOME OTHER CERTIFICATION BY RESPONSIBLE THIRD PARTY.) WE UNDERSTAND THAT FORD AND MOT ARE CONTINUING THEIR DISCUSSIONS OF THESE PROBLEMS.

4. FONOFF APPEARS TO APPRECIATE SERIOUS IMPLICATIONS OF PROBLEM AND PROMISED TO TAKE UP MATTER URGENTLY WITH MOT. WE WILL FOLLOW UP AND REPORT FURTHER DEVELOPMENTS. SHOESMITH

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Message Attributes

Automatic Decaptioning: X
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Concepts: POLICIES, SAFETY, AIR POLLUTION CONTROLS, AUTOMOBILES
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Draft Date: 11 APR 1975
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Disposition Authority: RowellE0
Disposition Case Number: n/a
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Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
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Margaret P. Grafeld
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